

OKC - 3233
Copy 3 of 6

23 March 1962

MEMORANDUM FOR THE RECORD

SUBJECT : Meeting With Fireweel Representative

1. A meeting was held on 21 March 1962 with the following persons present:



25X1A

2. A brief review of parachute development given by [redacted] contained the following summary of progress at [redacted]

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a. There have been 44 dummy drops at altitudes between 25,000 and 45,000 feet thus far. These have served to prove adequacy of hardware, main chute reliability and inadequacy of the 60 inch first stage (discussed below).

b. There have been nine live jumps from 6000 feet at 130 knots IAS of which two were made with the jumpers wearing a pressure suit. There has also been one live jump from 15,800 feet. These have served to further demonstrate successfully the main chute capability and the inadequacy of the survival kit container (discussed below).

c. Strength tests of the suspension system have been accomplished, with capability in excess of the design requirements of both stages being demonstrated.

d. Whirltower tests have been conducted at 300 knots IAS, with major damage and separation of the parachute from the dummy resulting on one of four tests. Three were successful. Further discussion below.

USAF review(s) completed.

OKC-3233

Page 2

25X1A
3. [] reported the following information on present status:

a. Training and maintenance manuals are 90 percent complete at this time.

b. Oxygen system delivery will be completed by the end of June.

c. He has had no complaints from Lockheed in regard to quality control for about three months.

d. A limited amount of oxygen consumption data has been accumulated (discussed below).

4. Problems brought up during the meeting were:

a. First stage chute failures with the 60 inch canopy have resulted in a decision to attempt use of a 78 inch canopy. These larger canopies are available and will be ready for test in about a week.

b. Survival kit containers attached to the parachute are released about 1000 feet above ground to fall and hang by a 25 foot lanyard. The releases have been malfunctioning with resultant hangup on the chute harness during descent, requiring the jumper to dislodge it. In addition, damage in the form of cracks in the container has occurred as a result of impact in soft ground at approximately 20 feet/second. Such damage is unwarranted and cannot be tolerated. Kits returned to the manufacturer have been repaired but not modified.

c. C-130 crew has experienced bends while flying unpressurized at 40,000 feet. Test altitude to be lowered to preclude pressure suit requirement.

5. Future activities and items of general interest discussed were:

a. Contents of the survival kit are to be initially determined by a board at DPD.

OKC-3233
Page 3

b. A 16mm projector is desired for the ready room at [] as a training aid (action by Materiel Staff, DFD).

c. Mission profiles and further tests needed for determination of required oxygen supply (action by [] [])

d. Check on availability of a single portable unit for oxygen and suit cooling during pilot walk-out. (Action by [])

e. Six additional low level track tests (of the parachute) at [] will be required as a result of changes to the main chute during [] []

f. Dummy ejection seat tests from an F-106 in flight will be conducted at the completion of all other qualification tests on the escape system (action by Lockheed).

6. Budgetary action required:

a. Additional track tests at []

b. Additional suits. Of 24 suits originally contracted for, three have been used up in the test effort. These will have to be added when the second five pilots are brought in.

c. Funds for suit replacement, about 25 percent of original cost per year, should be budgeted.

d. Funds for revision of equipment manuals should be budgeted for at same rate as suits.

[]
Deputy Chief, Development Branch
DFD-DD/P

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Next 1 Page(s) In Document Exempt